

# memorandum

**DATE:** November 19, 2012

**TO:** City Planning Board

**FROM:** Carol D. Barrett, FAICP, Assistant Community Development Director  
By: Tracy Steinkruger, Senior Planner








**SUBJECT:** Burbank2035 General Plan

**PURPOSE:**

Staff recommends that the Planning Board adopt a resolution recommending approval of Burbank2035 (Project No. 06-0200995), the Greenhouse Gas Reduction Plan (Project No. 10-0007318), and certification of the Environmental Impact Report (EIR).

**BACKGROUND:**

California Government Code Section 65300 requires that every city and county in California “adopt a comprehensive, internally consistent, long-term general plan for the physical development of the county or city.” The General Plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private. The General Plan is presented as a collection of seven “elements” or subject categories addressing land use, circulation/mobility, housing, open space, conservation, noise and safety. State law additionally offers considerable flexibility for jurisdictions to go beyond the mandatory elements of the General Plan and adopt “any other elements or address any other subjects, which, in the judgment of the legislative body, relate to the physical development of the city.” Once adopted, an optional element carries the same legal weight as any of the seven mandatory elements and must be consistent with all other elements. Examples of popular optional elements include: air quality, community design, economic development, infrastructure, and sustainability.

GENERAL PLAN ELEMENT	MOST RECENT UPDATE
 Land Use	1988
 Mobility	1964
 Housing	2008
 Open Space	1972
 Conservation	1972
 Noise	1992
 Safety	1997

**Burbank’s General Plan (1964-2001):**

In 1964, Burbank adopted its first comprehensive General Plan setting out objectives and principles regarding coordinated development, growth, and change in the city. As required by state planning law at the time, the 1964 General Plan included land use, circulation, and public facilities elements. In response to changes in state planning law, the General Plan was expanded during the early 1970s to include what are now the seven mandatory elements of the General

Plan. Most cities and counties update their General Plan comprehensively. The notable exception is the Housing Element, which is generally updated more frequently than the other mandatory elements due to special provisions in state law. Burbank has historically opted for a different approach, updating each element separately. Although individual elements have been updated over time, Burbank's General Plan has not been comprehensively updated since the mid-1960s.

### **Getting to Burbank2035 (2001-2009):**

#### Land Use Element and Mobility Element

In 2001, staff initiated updates to the Land Use Element and Mobility Element with an initial public outreach effort which lasted many years. In April 2006, draft documents were released for public review along with an Environmental Impact Report (EIR) that analyzed the potential environmental impacts of the project. During the public review process, staff received considerable input on its use of a Trip-Based Intensity Measurement Standard (TIMS) to limit future development based on its trip generation characteristics; this ultimately led to a major overhaul of the draft documents. In 2008, new, significantly revised drafts were released for public review. In December 2008, the City Council directed staff to proceed with the preparation of a new EIR based on the revised documents.

#### Air Quality Element

In 2007, the City Council directed staff to prepare an Air Quality Element, integrating related land use, transportation and mobility, public health and safety, and energy issues. The Council directed staff to solicit a consultant with specific expertise to ensure that the document adequately and appropriately addressed all air quality issues. To assist with the preparation of the Air Quality Element, the City Council allocated \$50,000 from the Fiscal Year 2007-2008 budget to retain a consultant to assist in the preparation of the document.

One year earlier, the Global Warming Solutions Act of 2006 (AB32) was signed into law, whereby the State of California pledged to reduce its greenhouse gas (GHG) emissions to 1990 levels by the year 2020, and 80 percent below 1990 levels by the year 2050. Although the bill demonstrated the state's commitment to reduce GHG emissions, it provided little guidance to local jurisdictions on how to address climate change and GHG emissions in the General Plan.

Rather than immediately hire an air quality consultant, staff decided to wait until the state provided more clear direction regarding how to address climate change and GHG emissions.



The California Air Resources Board (ARB) and the California Office of Planning & Research (OPR) eventually developed protocol for local jurisdictions on how to address climate change and GHG emissions in the General Plan. Additional legislation was adopted that provided guidance on how GHG emission should be addressed in CEQA documents.

### Noise Element and Safety Element

In 2009, AECOM Consulting was hired to provide professional planning services related to the General Plan update. AECOM additionally recommended updating the Noise Element. Much of the noise modeling and analysis that is required to update the Noise Element would already be performed for the EIR, resulting in a substantially reduced price for the Noise Element update. Once the project was underway, staff recognized that preparation of the EIR would similarly allow for an inexpensive update to the Safety Element. Staff collected information from the Police Department, Fire Department, and other state and federal regulatory agencies for preparation of the EIR that could also be used to update the Safety Element at little cost; staff decided to proceed with this approach.

### Open Space & Conservation Element

While all of the aforementioned work was happening, staff was also busy working on an update to the Open Space & Conservation Element. Beginning in 2005-2006, staff collected input from the public regarding their use of parks facilities, recreation programs, community services, etc. Shortly thereafter, staff began working with the Parks, Recreation, and Community Services (PRCS) Department and PRCS Board to develop a list of goals and policies, as well as substantive issues to be addressed in the Open Space & Conservation Element. However, prior to preparation of an administrative draft, the project planner assigned to this item retired. The project was re-assigned to the General Plan project manager and was incorporated into the ongoing update. What ultimately resulted was a comprehensive update to the city's General Plan, nicknamed Burbank2035.

### **Development of Burbank2035:**

On June 20, 2011 staff released the preliminary draft of Burbank2035. On October 25, 2011 staff returned to the City Council, presenting a report that highlighted feedback and input received during the public review period, including feedback provided by the Chamber of Commerce, Planning Board, and City Council. In December 2011, a *revised* preliminary draft of Burbank2035 was released. At the City Council meeting of December 13, 2011 staff received direction from the Council to proceed with preparation of an EIR. A study session was held on February 17, 2012 to seek input from the City Council on certain Burbank2035 policies that had been the subject of discussion with the Planning Board and City Council, or with community groups such as the Chamber of Commerce. This feedback has been incorporated into the public review draft of Burbank2035 that was released in July 2012.



### **Synopsis of Changes to Burbank2035:**

In October, Chair Hovanessian requested that staff provide the Planning Board with a list of changes and/or way to compare Burbank2035 to the existing General Plan. Staff believes that

the overarching goals of Burbank2035 are similar to those in the existing General Plan – quality of life, economic vitality and diversity, neighborhood protection, natural resource conservation, emergency response and preparation. These community values were desired in 1964 when the General Plan was developed; they are desired now; they will continue to be desired in the future.

However, the age of the General Plan lends itself to significant revision. Burbank has experienced considerable population growth and change since the mid-1960s; there are simply more people, parks, homes, and businesses. In recent years, economic conditions have changed significantly, requiring cities to allocate resources amongst an increasing number of competing objectives. A plethora of legislation has been passed which require jurisdictions to address issues such as climate change, water conservation, flooding, and complete streets at the plan and/or programmatic level. Most importantly, there is a great deal of information contained in the existing General Plan that is simply inaccurate or out-of-date, including: text, maps, tables, etc.

In lieu of providing the Planning Board with a “redline” consisting of one giant strikeout and a second giant addition, staff has opted to focus on the changes that have been made to Burbank2035 since the preliminary draft was unveiled in June 2011. Below is a synopsis of global and topic-specific revisions made to Burbank thus far, and an explanation as to why those changes were made.

#### Global Change – Removing Jargon

Staff revised Burbank2035 to eliminate unnecessary or duplicative jargon. The terms “sustainable” and “sustainability” are mentioned frequently in this document. Staff believes it is important to highlight the City’s sustainability goals, policies and programs, both now and in the future. However, just because a city uses the terms “sustainable” or “sustainability” with frequency doesn’t mean the city is more sustainable. Further, terms such as “sustainable” can have different meanings for different people, and the meaning may change over time. For example, in the preliminary draft, Burbank’s ability to provide parks and open space was linked to sustainability. However, a member of the public suggested that parks and open space are valued because they provide habitat to wildlife, recreational opportunities, and add to the beauty of the community. Because of this, the introduction to the Open Space & Conservation Element was revised to balance the age-old and new reasons as to why parks and open space are important.

#### Global Change – Better Organization

In the preliminary draft, the implementation programs were located at the end of each chapter. In order to better organize the implementation programs in a single location, staff revised the document to relocate the implementation programs into a new section called Plan Realization.

#### Global Change – Statutory Requirements

Staff believes that, in the event legislation triggers the need to perform certain tasks or address certain issues, that legislation must be identified. Because of this, the Air Quality & Climate Change Element now includes an explanation of Assembly Bill (AB) 32, the California Global Warming Solution Act, which requires preparation of a community-wide greenhouse gas inventory and Greenhouse Gas Reduction Plan. In the Mobility Element, language has been

included about AB 1358, the California Complete Streets Act. AB 1358 requires that cities identify how they will provide and plan for the routine accommodation of all users of roadways, including motorists, pedestrians, bicyclists, individuals with disabilities, seniors, and users of public transportation.

#### Global Change – Ideas from the Public

As part of the revisions to Burbank2035, staff has inserted ideas submitted from the community during the public review period, especially ideas provided via the Burbank Town Hall website. In some instances, ideas submitted reinforced existing goals or policies contained in the document. In other cases, the ideas provided were used as examples to provide specificity for goals and policies in the document. For example, the Open Space & Conservation Element was revised to provide examples of parks that may be developed in the future, including pocket parks, dog parks, athletic fields, amphitheaters, gardens, and shared facilities, based on comments from the public. Staff made similar revisions throughout the document, to reflect ideas and feedback provided by the public.

#### Burbank2035 Introduction

Language was added to this chapter acknowledging that policies and/or programs contained in this document are to be implemented on an as-appropriate or as-feasible basis, taking into consideration physical and environmental constraints, and financial capacity. Based on input from the Planning Board and City Council, staff eliminated phrases such as “when financially feasible” or “when appropriate” which were scattered throughout the document, instead opting for a disclaimer in the introductory chapter. Staff believes that it is appropriate to recognize that this document was prepared when the fiscal landscape called for extreme conservation. In the future, there may be opportunities to invest and also times to conserve. Because of this, staff concurred with the sentiment of the Planning Board and Council regarding the addition of this language.

#### Air Quality & Climate Change Element

Early drafts of the Burbank2035 Air Quality & Climate Change Element contained a communitywide greenhouse gas (GHG) inventory with a 2007 baseline. The baseline for forecasting emissions, determining reduction targets, and selecting reduction strategies was updated to 2010 as more relevant and up-to-date information became available.

#### Land Use Element

**Policy 1.2** has been modified to be consistent with City Council direction to limit (25 percent) the degree to which transit-oriented projects may exceed the density and intensity limits specified in Burbank2035. Staff also clarified that this policy applies to transit-oriented projects *as identified in the Mobility Element*. Mobility Element Exhibit M-3 illustrates the location of transit centers in the community.

**Policy 1.4** has been modified to be consistent with City Council direction to limit the degree (25 percent) to which “exceptional projects” may exceed the density and intensity limits specified in Burbank2035. In addition, staff has added a requirement to Implementation Program LU-1: Zoning Ordinance Update in the Plan Realization Element that would require the City as part of the Zoning Ordinance Update to establish criteria to determine what constitutes an “exceptional

project.” The Zoning Ordinance Update would occur following adoption of Burbank2035 and would require City Council approval. Possible examples of exceptional projects may include, but are not limited to: Hangar 25 at the Bob Hope Airport, The Pointe at 2900 Alameda Avenue, and affordable housing projects in general. Hangar 25 is LEED® Platinum certified. The Pointe is LEED® Gold certified and provides on-site amenities such as a 24-hour fitness center, restaurant/commissary, bicycle parking, and preferred parking for low-emitting vehicles.

**Goal 6 – Economic Vitality and Diversity** has been modified consistent with input provided by the Land Use Coalition of Public Counsel’s Early Care and Education Law Project. Their August 30, 2011 correspondence recommended that two additional policies related to the provision of childcare be added to the Burbank2035 Land Use Element. Staff believes that it is appropriate to include their first policy recommendation to allow a range of childcare facilities in commercial land use designations. However, staff did not believe it is necessary to include their second recommendation regarding elimination of barriers to childcare services due to zoning regulations and expensive permit requirements.

**Policy 6.6** would allow staff, the Planning Board, or the City Council to require certain services of commercial and office projects if undergoing discretionary review. This policy has been modified consistent with City Council direction to specify applicability only to “large commercial and office projects” and that any services required would be provided “proportionate to the proposed use.”

As part of the dialogue initiated with the Chamber of Commerce, staff reviewed all of the proposed development controls and incorporated a number of revisions into this draft, summarized below:

- All references of height limits have been removed. After additional review, staff believes that height limits are better suited to be addressed through the specifics of zoning. Further, some of the proposed height limits were in conflict with existing General Plan and zoning requirements, including the Burbank Center Plan.
- Changes to floor area ratio (FAR) and maximum densities (dwelling units [du])/acre) have been made to provide additional flexibility for future development and encourage the types of development that are appropriate for the corresponding area of the city.
  - Corridor Commercial – 0.5/0.75 to 1.0; 27/43 du/acre to 27 du/acre
  - South San Fernando Commercial - 1.0 to 1.25
  - North Victory Commercial/Industrial - 0.8 to 1.0
  - Rancho Commercial - 0.4 to 0.6
  - Golden State Commercial/Industrial - 0.6 to 1.25; unspecified to 27 du/acre
  - Downtown Commercial – 58 du/acre to 87 du/acre (consistent with Burbank Center Plan)
- The Office Equivalency Floor Area Ratio (OE-FAR) for the Regional Commercial area has been revised from 1.0 to 1.25 (this change is reflected in the Burbank2035 Mobility Element for the Empire Transportation Management District). Staff believes this change

better recognizes the regional role of properties with the Regional Commercial designation and the need for them to be developed accordingly.

Based on staff analysis and feedback provided by the Burbank Chamber of Commerce, the proposed land use designations for some properties in the city have been revised. The following revisions have been made:

- The Burbank Town Center Mall has been revised from Regional Commercial to Downtown Commercial to better reflect the area as an extension of the downtown.
- The Olive Avenue corridor (Lake Street to the downtown area) has been revised from North Victory Commercial/Industrial to Downtown Commercial, recognizing the area as an extension of the downtown and acknowledging its proximity to the train station.
- Properties with an Industrial land use designation have been changed to Regional Commercial or Golden State Commercial/Industrial to better connect land use designations with their location and provide additional flexibility on how properties can be developed.

To better explain how density and intensity limits are imposed on residential, commercial, and mixed-use projects, staff has added an applicability table. This table allows for a quick determination of the limits that would be imposed on a certain type of project depending upon the land use designation on which the project would occur.

#### Mobility Element

**Policy 3.4** has been modified consistent with City Council direction. The policy has been modified to state that all street improvements should be implemented within the existing right-of-way, and that street widening and/or right-of-way acquisition should be considered methods of last resort.

Based on input from the City Council, staff has softened language regarding the use of paid parking as a parking management tool. Policies related to paid parking have been consolidated and/or removed and paid parking is now listed as one of many parking strategies (shared parking, enforcement, parking benefit districts, improved directional signage, etc.) that may be employed in the future. Staff recognizes that instituting a paid parking program would be inconsistent with prior Council direction, but believes it is important that some acknowledgement of this strategy be mentioned so that it remains as an option for the future.

#### Noise Element

Largely based on discussions with the officials from the Bob Hope Airport, Table N-3 was revised to be consistent with noise levels in the existing 1992 Noise Element.

#### Safety Element

California Assembly Bill (AB) 2140 (2006) allowed cities and counties to adopt a local hazard mitigation plan (HMP), specified in the federal Disaster Mitigation Act of 2000, as a part of their safety elements. The bill limits funds from the California Disaster Assistance Act for

jurisdictions that have not adopted a HMP as part of their safety element. Specifically Section 8685.9 of the California Government Code states, “the state share shall not exceed 75 percent of total state eligible costs unless the local agency is located within a city, county, or city and county that has adopted a local hazard mitigation plan in accordance with the federal Disaster Mitigation Act of 2000 ... as part of the safety element of its general plan.” If a jurisdiction has adopted a HMP as part of its safety element then the legislature may provide a state share of costs in excess of 75 percent.

The All-Hazard Mitigation Plan, as periodically amended by the Burbank City Council, has been incorporated into the Burbank2035 Safety Element by reference. In the event of any conflict between the provisions of the All-Hazard Mitigation Plan and the provisions of Burbank2035, the provisions of the All-Hazard Mitigation Plan supersede.

### **Recommended Changes for Planning Board Consideration:**

The public review draft of Burbank2035 and the Greenhouse Gas Reduction Plan (GGRP) were released alongside the draft EIR (DEIR) in July 2012. Since that time, a series of minor revisions to Burbank2035 and the GGRP have been proposed. They are provided as Exhibit A. Some are minor changes such as typographical corrections or edits to text to ensure consistency with previous Board and/or Council direction. Other changes are proposed to improve document comprehension. Should the Planning Board adopt a resolution recommending approval of Burbank2035, staff recommends that these revisions be included.

### **Optional Changes for Planning Board Consideration:**

#### Childcare Language

Earlier in this report, staff noted that the Burbank2035 Land Use Element had been modified consistent with input provided by the Land Use Coalition of Public Counsel’s Early Care and Education Law Project. Their August 30, 2011 correspondence recommended that two additional policies be added to Burbank2035. To address their concerns, staff added the following policy language:

*Burbank2035 Land Use Policy 6.7 – Encourage the development of a range of childcare facilities in commercial land use designations, including infant care, pre-school care, and after school care, to serve the needs to working families.*

Staff does not believe that it is necessary to include their second recommendation regarding elimination of barriers to childcare services due to zoning regulations and expensive permit requirements. Disappointed by our decision, staff at the Early Care and Education Law Project suggested alternative language, which is provided below:

*Proposed Policy – Consider changes to the Zoning Code and to permit fees that may be appropriate to meet such needs.*

Staff respectfully disagrees that this additional language is necessary. Childcare facilities are a permitted use in most commercial zones unless residentially adjacent; then an Administrative Use Permit (AUP) is required. A small family day care is a permitted use in the R-1, R-1-H, and



R-2 through R-5 zones. A large family day care requires only an AUP in the R-1, R-1-H, and R-2 through R-5 zones. The cost of applying for an AUP for a large-family day care is \$548.00. Commercial childcare facilities are a permitted use in most commercial zones, although an AUP is required if residentially-adjacent. An AUP for a commercial childcare facility is \$1,060.00. Staff does not believe that the permitting requirements and their respective fees are overly burdensome and merit adjustment. Further, staff believes that Council support is lacking for any additional modifications that would allow childcare facilities by-right more so than they are at present.

### **Greenhouse Gas Reduction Plan (GGRP):**

In 2005, then Governor Schwarzenegger signed Executive Order (EO) S-3-05 recognizing California's vulnerability to reduced snowpack, exacerbation of air quality problems, and potential sea-level rise due to a changing climate. To address these concerns, the governor established targets to reduce statewide GHG emissions to 2000 levels by 2010, to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

AB 32 resulted in the 2008 adoption of the ARB Climate Change Scoping Plan (Scoping Plan), outlining the state's plan to achieve emission reductions through a mixture of direct regulations, alternative compliance mechanisms, various incentives, voluntary actions, market-based mechanisms, and funding. No specific emission reduction target is established for local jurisdictions in the Scoping Plan, but the Scoping Plan recognizes cities and counties as "essential partners" and identifies 15 percent below current emission levels as a fair proportion of reductions by local jurisdictions to meet the state-wide target. AB 32 engendered several companion laws, one of which requires GHG emissions analysis as part of the CEQA review process.

The Air Quality & Climate Change Element includes goals and policies related to the reduction of GHG emissions, detailed below.

### **Goal 3 – Reduction of Greenhouse Gas Emissions**

Burbank seeks a sustainable, energy-efficient future and complies with statewide greenhouse gas reduction goals.

***Policy 3.1:** Develop and adopt a binding, enforceable reduction target and mitigation measures and actions to reduce communitywide greenhouse gas emissions within Burbank by at least 15% from current levels by 2020.*

***Policy 3.2:** Establish a goal and strategies to reduce communitywide greenhouse gas emissions by at least 30% from current levels by 2035.*

The City Council directed staff to prepare a document, concurrent with the development of the DEIR, which would implement the goals and policies of the draft Air Quality & Climate Change Element related to climate change and GHG emission reductions. These same measures would also serve as mitigations to GHG impacts outlined in the DEIR. The City's approach to addressing GHG emission reductions is parallel to the approach being followed by more than 75 other California jurisdictions. This process includes:

- Completing a baseline emissions inventory (2010) and projecting future emissions;
- Identifying a communitywide GHG target;
- Preparing a GGRP to identify measures to meet the reduction target;
- Evaluating the environmental impacts of the GGRP in the EIR; and
- Tracking effectiveness of reduction measures.

The GGRP establishes specific measures that the City would take to achieve the targeted GHG reductions. It includes analysis of the potential amount of GHG reduction and sets performance standards by which to track progress for each recommended measure. Some of the measures in the GGRP would be relatively simple or low in cost to implement, while others may pose more of a collective challenge to the community. Some measures would seek voluntary participation by community members, while others would be implemented as requirements. In total, the measures outlined in the GGRP would result in GHG emission reductions totaling 14.1%, less than 1% shy of the established target for 2020.

#### **Burbank2035 Environmental Impact Report:**

The EIR documents existing conditions (in a stand-alone document referred to as the Technical Background Report) and evaluates the anticipated environmental impacts of implementing Burbank2035 goals and policies and the GGRP.

The following resource areas are examined in the EIR:

- |                               |                                      |
|-------------------------------|--------------------------------------|
| ▪ Aesthetics                  | ▪ Mineral Resources                  |
| ▪ Agricultural Resources      | ▪ Noise                              |
| ▪ Air Quality                 | ▪ Population/Employment/Housing      |
| ▪ Biological Resources        | ▪ Public Services                    |
| ▪ Cultural Resources          | ▪ Recreation                         |
| ▪ Geology/Soils               | ▪ Traffic/Transportation             |
| ▪ Hazards/Hazardous Materials | ▪ Utilities/Service Systems          |
| ▪ Hydrology/Water Quality     | ▪ Mandatory Findings of Significance |
| ▪ Land Use/Planning           |                                      |

The EIR additionally identifies alternatives to the proposed project and evaluates their potential environmental impacts. Four alternatives were developed and analyzed, including a mandatory no-project alternative. The DEIR was released to the public in July 2012 and underwent a mandatory 45-day public review. Several comments were received on the DEIR.

Table 2-1 of the DEIR lists each impact studied and its level of significance prior before and after mitigation (if necessary). The DEIR determined that the 22 impacts relating to air quality, cultural resources, noise, population/employment/housing, public utilities and services, and transportation were found to be significant and unavoidable.

The final EIR (FEIR) was released to the public in early-November. The FEIR responds to comments made on the DEIR; copies of comment letters must be included. Any changes made to the DEIR, such as additional mitigation measures, modifications, or corrections to the DEIR text, must be included in the FEIR. A Mitigation Monitoring Program is included, which identifies mitigation measures, mitigation timing (at what stage of the process the mitigation must be completed), and monitoring responsibilities. Because the project has been determined to cause significant environmental effects, the City has prepared and must adopt a Statement of Overriding Considerations, which reflects the ultimate balancing of competing public objectives, including environmental, legal, technical, social, and economic factors.

#### **Determination of Consistency by the Airport Land Use Commission:**

The Los Angeles County Airport Land Use Commission (ALUC) has the responsibility of reviewing local actions (i.e., update to a General Plan) for compatibility with the adopted Airport Land Use Plan. Their compatibility review is focused on the Airport Influence Area (see Figure 12-6 in the draft Technical Background Report). The Airport Influence Area describes the area in which noise, safety, or airspace protection factors related to an airport may affect land uses or necessitate restrictions on those uses as determined by the ALUC. The City of Burbank, as lead agency for the Burbank2035 project, must submit the proposed project materials to the ALUC for a determination of consistency/inconsistency. The timing of the review by the ALUC should be after the City of Burbank has taken preliminary action on the item (i.e., Planning Board action), but before the City Council has considered the project for final approval.

The November 19, 2012 decision of the Planning Board will be forwarded to the ALUC, along with any recommended modifications directed by the Board. It is anticipated that a determination of consistency will be provided by the ALUC in December, in advance of the City Council public hearings which are slated to begin in January.

#### **City Council Goals:**

Staff believes that development of Burbank2035, the GGRP, and the EIR further nearly all of the FY 2012-2013 Council Goals. Further, updating and/or preparing a new General Plan has been a Community Development Department Work Program item dating back to FY 2001-2002.

#### **CONCLUSION:**

It is not uncommon for Planning & Transportation Division staff to be asked about the General Plan. For the past decade, the answer has been simple – we’re working on it. In the interim, overarching guidance regarding land use, mobility, open space and conservation, noise, and public safety issues are found in our existing General Plan, a document that has not been comprehensively updated since the mid-1960s. The City of Burbank has previously made significant investments to develop updated General Plan elements; however, these efforts have fallen short multiple times over, for a variety of reasons.

In 2009, Planning & Transportation Division staff initiated a comprehensive update to the General Plan, nicknamed Burbank2035. Staff has spent many hours preparing and reviewing Burbank2035, the GGRP, and the EIR; developing the Burbank2035 website, Facebook page, and Burbank Town Hall interactive website; preparing postcard mailers, handouts, and posters

encouraging participation; developing outreach materials; burning CDs for distribution to the public and handing out Burbank2035 reusable shopping bags; hosting community meetings, educating neighborhood organizations and philanthropic groups, and organizing youth workshops; holding study sessions with the Planning Board and City Council; answering questions from the public, and so much more. The costs associated with this project have been great, but staff believes the benefits provided to a community in possession of an up-to-date General Plan are just as great. The future can never be predicted with certainty, but adoption of Burbank2035 will provide those persons who live, work, and play in Burbank an idea of where the community is headed as it moves forward into its next 100 years.

**RECOMMENDATION:**

Staff recommends that the Planning Board adopt a resolution recommending approval of Project No. 06-0200995 - Burbank2035, Project No. 10-0007318 - Greenhouse Gas Reduction Plan and certification of the Environmental Impact Report.

